All of the Important Coal-Carrying Roads Except the Pennsylvania, Now in Control of Mr. McLeed-The L. D. & W.

The New Jersey Central and Lehigh Valley railroads have passed under the control of the Reading. The Reading guarantees the payment of dividends up to 7 per cent. on both Jersey Central and Lehigh stocks. To secure this guarantee the Reading puts in trust securities enough to cover the amount needed each year, which is about \$2,500,000. Neither property has been leased to the Reading, because that is against the law. Control of the Reading has passed into the hands of the Drexel-Morgan interest, and this is supposed to be the key-note to the transaction. This combination will centrol nearly 50 per cent. of the coal trade. The Delaware, Lackawanna & Western is not involved in the deal in cost, so far as that company agrees to operate in governing trade and prices. It is understood that the Pennsylvania has assented to the agreement, and that the Vanderbilts have agreed to abandon the Southern Pennsylvania railroad scheme.

President McLeod, of the Reading railway, said to the Journal correspondent at Philadelphia when interviewed last night: "Thearrangement that for some time had been in progress designed to place the coal producing and carrying interests on a more stable foundation have been completed. The primary object in view has been to secure more economical management in the coal trade by avoiding expensive selling agencies and heavy commissions, so that while coal will not cost any more to the consumers, the coal producers and carriers can get better results and secure profits by saving expenses. The combination and soal producing agreements heretofore have been generally found inadequate to obtain the object sought. The voting trust now holding the stock of the Philadelphia & Reading railway will shortly expire and the control of the stock of that company has passed already into hands that are ready to present them to the Reading manage

"The Lehigh Valley has been leased. A corporation in New Jersey (the Reading railroad) will take control of the Jersey Central. This practically places in my hands the conduct of the affairs of the Reading, the Lehigh Valley and the New Jersey Central railroads, and also, through the latter, the Lehigh & Susquehanna and the Lehigh Navigation Company. The lessees will be paid a guaranteed dividend of 7 per cent. per annum upon the stock of the New Jersey Central and a guaranteed dividend upon the stock of the Lehigh Valley railroad at gradually increasing rates-5 per cent. per annum until May 31 next, then 6 per cent. per annum for the half year until Nov. 30, and afterwards 7 per cent. per annum. In each case it is provided that the net surplus earnings of the respective companies, if any, beyond the above guaranteed rates of dividends shall be divided between lessor and lessee until the lesser's share reaches with the garanteed rate a total of 10 per cent, per annum. The advantages of this arrangement are obvious. By it we obtain the magnificent terminals of the Lehigh Valley in Philadelphia and the New Jersey Central in New York harbon tral in New York harbor.
"Through the Lehigh Valley's new western extension there will be provided a di-

rect route to the lakes at Buffalo, with a spacious terminal there. The benefits thus accruing through the encouragement of competitive merchandise traffic between the great West and Philadelphia by lake and rail as well as by the northern all rail routes, will be of great advantage to Philadelphia. They will tend to carry out in the fullest degree and most capable management, in foreign as well as local trade, the ideas long urged by our enterprising merchants. In the carrying of the coal trade and the saving in commissions and agency expenses, the economies of the traffic under the new arrangements are expected to reach several millions of dollars annually, divided among the vari-ous railroads interested. When it is further mown that the Delaware, Lackawanna & Western railroad has passed into hands that are friendly to the Reading manage-ment, the investing public will recognize that the new arrangements will tend to secure harmony in the coal trade, and by saving unnecessary expenses and promoting economies throughout the various railway systems concerned, will make more stable values for coal company securities, without adding to the cost of coal to the

"The financial arrangements herein out-lined have the active support and co-opera-tion of A. J. Drexel, J. Pierrepont Morgan and J. W. Weich, and also of J. R. Maxwell and G. E. Baker, of the New Jersey Central management. The latter gentlemen and their friends have become the largest holders of Lackawanna stock."

President McLeod intimated that he would surround himself with a strong rail-

road organization to assist in conducting the business of the great aggregation of railways under his control and would probadly select men from the different departments of the roads to assist him.

A New Surface Guard. Mention was made a few days ago that F. Worthington, mechanical engineer, and J. H. Gharaty, purchasing agent of the Big Four, had received letters patent on a surface guard which railroad men thought would be successful. D. F. Whitcomb, superintendent of the Belt road, proposes to place some of them on the Belt road as soon as they can be manufactured. The guard consists of a series of hinged slats made to partially revolve upon iron rods journaled in a side frame of angle iron, and can be made in three or more sections, as may be desired. These slats, which, in a normal condition, rest at an angle of forty-five degrees, are placed on the rods so that one section is tarned to face the road crossing and revolve in that direction, the next section being turned to revolve in the opposite direction. An animal of any weight, in attempting to cross over the guard, steps on one section of the slats, which imme-diately revolves in the direction it is set sufficiently to turn the foot over and be-tween the slats without allowing it to be caught between them, and when the other foot is placed upon the guard it is turned just as far in the opposite direction, thus making it impossible for the animal to proceed, although if being badly frightened it should jump on the guard in an effort to get over it there is no danger of its being caught and held. Trainmen or trackmen can pass over it with ease, and the danger of injury resulting from falling or being thrown upon the guard is vastly decreased as compared with other types of surface guards now in use.

The Interstate-commerce Commission yesterday announced its decision in the case of Murphy, Wasey & Co. against the Wabash and other railroad companies, in favor of complainants, who ship chair stuff, bed and mattress material in mixed car-loads, from their factory in Detroit to their other factory in Omaha. On ohair stuff, for example, they are charged as much per hundred weight under the Western classification for the transportation from Chicago to Mississippi river points, as the route may be, as for the more bulky finished article. The commission reaffirms its power and duty to fix maximum charges in cases where complaint is made of unreasonable rates The points decided are, briefly, as follows: A carrier should receive a greater compensation in the aggregate for hauling a carload of large tonnage than one of less ton-nage, but, other things being equal, as a general rule the rate per hundred weight should be less in the former than in the latter case. A maximum rate is prescribed for complainant's shipments in mixed car-loads of chair stuff, spring-bed and mat-tress material, all wooden, the minimum weight being twenty-five thousand pounds.

Rates on Mixed Car-Lots.

per hundred pounds, and via Mississippi-river points, not through Chicago, of 3142 cents per hundred pounds.

The Romored Sale of the L., D. & W. The report to the effect that the Cincinnati, Hamilton & Dayton company has purchased the Indianapolis, Decatur & Western road is not correct. As matters now stand the road cannot be sold. The order of Judge Walker that the road be sold, made some months ago, cannot be carried out, as the second mortgage bondholders, represented by H. B. Hammond and Harry Crawford, appealed from his court to the Supreme Court of Indiana for a decision on questions which affect the validity of the sale, and it may be a year before the Supreme Court reaches the case. Meantime, nothing further can be done in carrying out the order of the court presided over by Judge Walker. There is said to be no question as to a majority of the security-holders being desirous of selling the road to the C., H. & D. people, and doubtless when it is sold they will secure control of it. It is quite possible that a friendly traffic alliance may be formed, to extend to such time as the C., H. & D. gets control of the property. the property.

Changed Their Minds About Commissions, All the roads interested in transcontinental-immigration traffic declare that they have not as yet availed themselves of the privilege granted by the commissioners of the Western Traffic Association to pay the commissions they please on that business. Furthermore, they do not admit that it is their intention to do so. Having obtained what some of them were clamoring for they seem to have suddenly changed their minds and decided, with surprising unanimity, that they would be wise to return to the policy of a few years ago, when they never hesitated in such cases to sail in and get business at any cost. Disastrous rate wars have apparently at last taught Western managers that it is better to work for revenue than for full cars. There is talk of calling a meeting of managers for the purpose of arranging a satisfactory basis for commissions, since Chairman Finley and Chairman Walker have both declined to name a specific figure.

The Soo May Build to New York. A. D. Ashley, president of the Wabash road, was in Detroit, Tuesday, in consultation with James F. Joy, and in a conversaion with a reporter Mr. Ashley revived th report printed about a year ago that the Canadian Pacific will build a line from New York to Niagara Falls. At that time the Canadian Pacific was said to be in league with the Wabash in competition with the Vanderbilt system. The revival of the report in connection with the formation of a New York syndicate for furnishing \$3,000,000 for constructing the Mont-pelier short-line to Chicago gives more color to the reported Canadian Pacific-Wa-

For First-Class Travel Only. The passenger department of the Pennsylvania and Vandalia lines has notified ticket agents and representatives of connecting lines that new equipment has been provided for Trains 20 and 21, which will be placed in service on the 15th. It has been determined to maintain this service above the ordinary standard, and for this reason other than first-class transportation will not be honored on either of these trains. Second-class tickets cannot be accepted on Train 20, leaving St. Louis at 8:10 A. M., Indianapolis at 3 P. M., Cincinnati at 4:30 P. M., Dayton at 6 P. M., Xenia at 640 P. M. and Columbus at 8:25 P. M., on and after Monday, 15th instant. All other trains will continue to carry all classes of passengers as usual.

Personal, Local and General Notes. W. C. Gregory, Eastern passenger agent of the Southern Pacific road, was in the city yesterday on official business. The Lake Erie & Western earned in the first week of February \$53,496.91; increase over the corresponding week of 1891

J. C. Davie, private secretary of M. E. Ingalls, president of the Big Four, was in the city last evening on his return from

N. P. Ramsay, general manager of the Michigan division of the Big Four (the C., W. & M. road), was in the city yesterday on official business. Frederic Wittaker, who has represented the Atchison, Topeka & Santa Fe in New

York city, has been appointed contracting agent of the Interstate-transit Company. John B. Witty, general roadmaster of the Belt road and Union tracks, who has been confined at home for five weeks by illness, was at his office yesterday for a short time. The stickholders of the Peoria & Eastern read held their annual election for di-rectors at Danville, Ill., yesterday, and chose M. E. Ingalls, J. C. Tucker, John Glover, E. F. Osborn and T. P. Bonfield. The Terre Haute car-works have delivered 300 of the Hicks patent live-stock cars on a contract they have with the Big Four to build 600; the other 300 are to be deliv-ered at the rate of 100 a month, or faster if

A. J. Smith, general passenger agent of the Lake Shore, has wheeled into line and yesterday instructed the ticket agents of that company to resume the sale of tickets and checking of baggage over the Chicago & Alton road.

P. I. McEwen, for some years past cashper of the West Shore road at Buffalo, has been appointed contracting agent of the West Shore, succeeding A. E. Ketcham. who has gone into service on one of the Pennsylvania lines.

A. M. Stewart, general live-stock agent of the Big Four, was in the city yesterday. He states that the company is slowly recovering its lost ground as a result of its withdrawal from the field for a few months as a through live-stock line.

The trainmen on the Penneylvania lines west of Pittsburg are being instructed in the new methods of heating trains by steam by what is known as the return steam-heating system, in use on all Pennsylvania lines east of Pittsburg.

L. F. Sullivan, auditor of the Chesapeake & Ohio road, with headquarters at Richmond, Va., is in the city for a day or two. He states that within the last seven months this company has received forty-six new locomotives, and needs fifty more to handle the business offered. The force at the Indianapolis, Decatur & Western shops has been increased the last few days thirty-five men. Besides doing

the company's own repair work, the shops are rebuilding two more engines for the Cincinnati, Hamilton & Dayton, and one for the Louisville, New Albany & Chicago. The Indianapolis Superintendents' Association held its annual meeting yesterday and elected as officers for the ensuing year: President, D. F. Whitcomb, superintendent of the Union Railway Company and Belt road; D. S. Hill, of the Lake Erie &

Western, vice-president; George B. Staats, of the Indianapolis & Vincennes, secre-J. J. Turner, superintendent of the Pitts-burg division of the Panhandle lines, has issued an order that trainmen, when announcing a station, shall also announce on which side of the train the platform is located. The purpose is to prevent passen-gers steeping off in front of a train which may be approaching on another track from

an opposite direction. A circular has been issued from the freight department of the Atchison, Topeka & Santa Fe announcing that on and after Feb. 15 that road will decline to join in the absorption of any rates on grain or grain production into Kansas City reconsigned to points on the Gulf, Colorado & Santa Fe, the San Antonio & Aransas Pass, the International & Great Northern and the Southern Pacific lines in Texas.

The Car-service Association held its regnlar menthly meeting yesterday. The attendance was small, and little but routine business was transacted. The Lake Shore and the Lake Erie & Western managements are anxious that LaPorte should come under control of this association, but the Chicago & West Michigan objects. Now that it is likely to come under control of the Lake Shore road, LaPorte will, without doubt, be placed under the Car-service

An Eastern paper says that J. W. Ran-som, master mechanic of the Erie's shops at Hornellsville, is to be appointed acting of not exceeding 20 cents per hundred pounds from Mississippi-river points to Omaha, resulting in a through rate from Detroit to Omaha, via Chicago, of 20 cents nianapolis & St. Louis at Mattoon, and

under his supervi sion several passenger enrecords for speed and durability, and are now hauling fast trains on the St. Louis division of the Big Four.

For a year, at least, the Western roads have been trying to settle the question of circuitous rates to California points from Chicago, Cincinnati, St. Louis and St. Paul, but have never been able to reach an agree-ment. They finally asked Chairman Finley for a ruling as to what rates may be used. The Chairman, however, hesitates to decide the matter without first ascertaining from each road what instructions have been given its agents. This informa-tion has been asked for in a circular letter. At the meeting of the Western Freight Association at Chicago, yesterday, the question of issuing return passes for drovers, w bich has been a subject of discussion for more than a year, was referred to a committee with instructions to confer with a similar committee of the Transmissouri Association. It was decided that the minimum rate per car-load on grain should be 24,000 pounds, and on grain products 20,000 pounds. The question of rates on import traffic via the Atlantic sea-board ports was

referred to a conference committee. As freight rates are now based, a shipper in Anderson, Muncie, Shelbyville, Connersville, or at points east of here, can ship freight to Indianapolis on local rates, then take a through rate to any Western point from Indianapolis at a lower rate than to bill it as through business from the shipping point. But few shippers are aware of the reduction which has been made in local rates in the last few years, and this is an illustration. The shippers of Indian-apolis and of Indiana have advantages in the matter of rates which they do not fully

The new trains which go on Sunday over the Pennsylvonia lines are to be known as Trains 4 and 5, and the Richmond accommodation trains now bearing these numbers are to be known as Trains 14 and 15. The Vandalia has not, as yet, made any arrange-ments for handling the trains west of Indianapolis, but soon will, as in putting on this train it is intended to establish a train leaving Jersey City at 8:55 A. M., reaching Indianapolis at 7:55 A. M., St. Louis at 2:30 P. M. and Kansas City at 11 P. M., so that in making the run from Jersey City to Kan-sas City a passenger would be out but one

Sunday and the World's Exposition. Just now a great interest is being manirested throughout the country regarding
the propriety of keeping the World's Columbian Exposition open on the Sabbath, and To the Editor of the Indianapolis Journal: also of permitting the sale of intoxicat ing liquors on the grounds. As an alternate member of the national commission, and, by act of the Legislature, a member of the State Board of World's Fair Managers, I have received numerous letters and resolutions from individuals, churches and organizations of various kinds, protesting against the opening of the exposition on Sunday, and protesting against the sale of intoxication liquors on the grounds. No doubt similar papers have been received by all of my colleagues. I have not talked with a single member of the national commission or of the State board on these important subjects, and have no idea what their sentiments are, but my mind is made up and I have no hesitancy in expressing it. In the first place, I am most emphatically opposed to the barter, sale or giving away of any spirituous, vinous or malt liq-uors within the bounds of the Columbian exposition. The law of the State of Illinois forbids the sale of intoxicating liquors within the grounds of Jackson Park: There should be ro amendment to that law, unless it be to make its provisions more stringent and more potent to keep that monster of destruction away from the great exposition. In regard to the other matter, that of keeping the exposition open on Sunday, I am in favor of closing down all motor power, stopping all manual and skilled labor within the grounds, except such as is absolutely necessary, and for a few hours, say from 9 o'clock a. M., until 4 P. M., leave the gate of the ground open, free to everybody. There is no reason why religious services might not be held on the grounds every Sabbath. But whether or not this would be done, I am sure it would be better in a moral point of view to make the exposition grounds a place of harmless resort, rather than close its gates and throw thousands or tens of thousands of people upon the streets of the great, wicked city to put in the time as best they

might, during a long Sabbath day. CHAS. M. TRAVIS. CRAWFORDSVILLE, Feb. 10.

A Victim of Assessor Wolf. To the Editor of the Indianapolis Journal: In connection with the report of the secretary of the Commercial Club permit a victim of Assessor Wolf's judgement to make a brief statement. It is well to premise that this victim happens to own a central business property, with a fixed net rental value, (when occupied), and that there is no possibility of an increase of rents. The assessment made by the committee of the Commercial Club was accepted as just and proper, although the net rental was less than 6 per cent, on the appraised value. In the notice of assessment dated July 3, 1891, and signed by George Wolf, the figures given were the same made by the committee and the appraise-ment was considered as fixed; in fact, nothing was known to the contrary until the publication in the Indianapolis News. Jan. 8, 1892, of an article giving the names of tax-payers; what they are worth, and also saying: "This splendid increase in the size of individual assessments is due chiefly to Township Assessor Wolf and the able assistance (f) given him by the committee representing the Com-mercial Club." Not until then was it discovered that an increase of 20 per cent. had been made by the assessor on the valuation made by the club, and of course a corresponding reduction on the net per cent. of rents. No notice was ever received of the intention of the assessor to make such an increase. It is altogether proba-ble that if Mr. Wolf could have had even a little experience in renting property he would not, after paying taxes, street im-provements, insurance, repairs, etc., place so high a value on it. The true value of improved central business property is nec-essarily based on the net rental. Sus-pend before a child a single stick of pep-permint candy and ne will place a higher estimate on its value than he will on a whole candy store after a week's ownership.

Indianapolis, Feb. 9. Undignified Pleasantry. Governor Flower says his allusion to rodents was a mere bit of pleasantry. Rats,

You Can Rely Upon Hood's Sarsaparilla as a remedy for every form of scrofula, salt rheum, boils, pimples and all other diseases caused by impure blood. It eradicates all impurity and tones and vitalizes the whole system.



## OGLETHORPE.

Brunswick, Ga. A PERFECT WINTER-RESORT HOTEL. Opens Jan. 2. Send for Illustrated Circular. WARREN LELAND, JE., Manager. | restaurance. Wholesale and re ware street. Telephone 1320.

MASTER'S SALE

By virtue of a certified copy of a decree of the Circuit Court of the United States for the District of Indiana, made on the 1st day of February, A. D. 1892, in a suit there pending, wherein the Pine Lake Iron Company and Joseph E. Brown are complainants, and The Lafayette Car-Works is defendant, the undersigned, William P. Fishback, Master in Chancery, will, on

WEDNESDAY, MARCH 30, A. D. 1892, At 12 o'clock noon of said day, on the premises of said Lafayette Car-Works, hereinafter described, in the city of Lafayette, county of Tippecanoe, and State of Indiana, offer for sale, at public auction, to the highest bidder therefor, the following described property of the said Lafayette Car-Works, viz.:

(1.) The lands of the said corporation, with all the buildings, shops, tracks, rights, franchises and appurtenances thereunto belonging, situate in the city of Lafayette, in said district, and known as the Lafayette Car-Works, said lands upon which the said works are situate being described as follows, to-wit:

Car. Works, said lands upon which the said works are situate being described as follows, to-wit:

Lots numbered one (1), two (2), three (3), four (4), five (5), seventy-three (73), seventy-four (74), seventy-five (75), seventy-six (76), seventy-seven (77), seventy-eight (78), seventy-six (76), seventy-seven (77), seventy-eight (78), seventy-nine (79), eighty (80), eighty-one (81), eighty-three (83) and eighty-four (84), in Anson G. Phelps's addition to the city of Lafayette, as platted upon the west half of the north-east quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west.

Lots numbered one hundred and sixty (160) and one hundred and sixty-one (161), in the extension of Smith & Green's addition to the town (now city) of Lafayette, Indiana, as platted and laid out by David and Catherine Smith, Simeon P. Smith, Henry L. and Nancy G. Ellsworth, Elizur Goodrich and Susan W. Smith, and Henry C. and Sarah C. Porter, May 15, 1840, upon part of the south half of the west half of the northeast quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west, and part of the east fraction of the northwest quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west.

Lots numbered nine (9), ten (10), eleven (11), twelve (12), thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-one(21) and twenty-two (22), in Henry T. Sample's first addition to the city of Lafayette, Indiana, as platted upon part of the northwest quarter of the northeast quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west.

Fractional lots numbered sixty-nine (89), seventy (70) and seventy-one (71), in H. Ensminger's addition to the city of Lafayette, which lies east and northeast of the right-of-way line of the Indianapolis, Cincinnati & Lafayette Railroad Company's ground, said roadway to be taken off its uniform width through said lots.

Part of the west fraction of the northeast quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west, described as follows, twenty-three and three-fourths (12334) feet; thence east two hundred and seventy-six (276) feet to the west line of Third street; thence south one hundred and twenty-three and three-fourths (12334) feet; thence west two hundred and seventy-six (276) feet to the place of beginning, containing one (1) acre more or less.

Lots numbered one (1), two (2), three (3), four (4), five (5), six (6), seven (7); ninety-two (92) feet off of the north ends of lots numbered eight (8) and nine (8), and the east half of lot numbered ten (10), all in Hill's addition to the city of Lafayette, Indiana, as platted upon part of the west half of the northeast quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west.

(2) All the machinery, tools, appliances and fixtures therein, thereon or thereunto belonging.

(3.) All the iron, lumber, stock of any and every kind on hand at Lafayette, on March 30, 1892, except pig-iron now ricked upon the real estate hereinbefore described, and car-wheels now upon said premises.

(4.) All contracts, leases, rights and privileges held by said Lafayette Car-Works, or by any person or persons in trust for it, in anywise attached to, connected with, or used by said works in carrying on its business on said premises.

All of said above-described property is to be sold

All of said above described property is to be sold without appraisement and as an entirety, and upon the following terms, viz.:

One-third of the purchase money to be paid in cash on the day of sale, and the remaining two-thirds is to on the day of sale, and the remaining two-thirds is to be secured by two promissory notes of equal amounts, payable in bank in the usual form in this District, bearing six per cent, interest from the day of sale, due in six and twelve anonths, respectively, and secured by freehold security to the approval of the Court.

Any one desiring to hid will be required to deposit with the Master on or before the opening of the sale one thousand dollars in cash, or in a check duly certified by some bank in the city of Lafayette and payable to the Master, as a pledge and security that if said property shall be struck off to him he will comply with and perform his bid; and on failure to do so the said sum shall be forfeited to the Court and paid into the fund herein for the payment of costs and expenses of fund herein for the payment of costs and expenses sale, and for the payment of costs and expenses of sale, and for the use and benefit of the general creditors. The said deposit, if the bid be accepted, shall be applied on the cash payment herein provided for; if the bid be not accepted the deposit shall be at once returned to the person making the same.

Said property will be sold as an entirety and free from any and all incumbrances, but subject to all taxes accepted or accepted. taxes accrued or accruing.

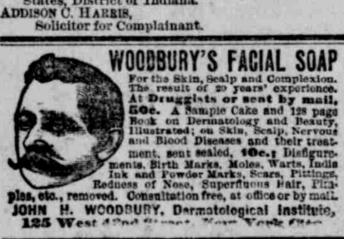
Persons wishing to bid at said sale may at any time

prior thereto examine the premises, and by the order of said Court the Receiver in possession is required to give to such persons all the information in his power concerning said property so as to enable bidder to ascertain the full worth thereof. And said Receiver is repuired to have and exhibit to said intending bidders a full abstract of title for their inspection, which shall pass to the purchaser. shall pass to the purchaser.

WILLIAM P. FISHBACK,

Master in Chancery, Circuit Court of the United

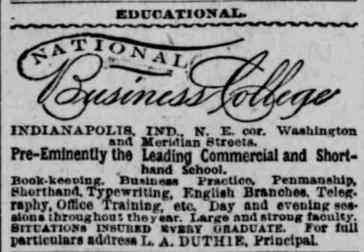
States, District of Indiana.



SEALED PROPOSALS

Scaled proposals with be received at the office of the Superintendent of the Central Indiana Hospital for Insane, for removing slope from April 1, 1892, to April 1, 1893. Bids received up to Feb. 25, 10 a.m. Scaled proposals will be received at the same time and place, for putting in and connecting with present water supply system, ten (10) new driven-wells, of the same capacity as those now in use.

[C. E. WRIGHT, M. D., Superintendent.





Persons now suffering from CATARRH, THROAT DISEASE, ASTHMA, BRONCHITIS, or any other affliction of the breathing organs, will find it to their interest to consult a physician that has the best success treating his patients. Dr. Williams has now under treatment over forty patients. All, without a single exception, speak in the highest praise of the benefits they have received. Improvement is seen and felt from the first hour of treatment.

ment.
J. A. WILLIAMS, M. D., Head. Throat, Lungs, Ear. Stomach, Blood, etc., Catarra. Throat Diseases, Asthma. Bronchitis and Consumption, by the most improved system of inhalation, rarefied and compressed air, and other appliances, that bring the remedies into direct contact with the disease. The only treatment that has ever cured a single case. Consultation free. Write for list of questions and circulars. Office, 80½ North Pennsylvania street, Indianapolis, Ind.

UPPER FACTORY. - Upper Factory -Have your worn-out Gores replaced in Congress Shoes for 75c. at T. D. CHANDLER'S Upper Factory, Room 13, Yohn Block. PLANING MILLS.

NEW PLANING MILL 166 to 174 South New Jersey street. E. H. ELDRIDGE & CO.

All kinds of house-finish Lumber, Shingles, etc BUTTER. N. B. GROFF, Agt. for J. J. Murray & Co., manufacturers of Blue Grass DAIRY BUTTERINE
The finest medium-priced Butterine made. Put up
in 20 and 40-pound packages expressly for hotels and

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BELTING and EMERY WHEELS, W. B. Barry Saw & Supply Co.,

132 & 134 S. Penn. st. All kinds of Saws repaired. Nordyke & Marmon Co. [Estab. 1851.] Founders and Machinists Mill and Elevator Builders. Indianapolis, Ind. Roller Mills, Mill - Gearing. Belting, Bolting, cloth, Grain-cleaning Machinery, Middlings-purifiers, Portable Mills, etc., etc. Take street-cars for stock-yards.

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Circular Sawa, Belting, Emery Wheels, Files, Wood
and Iron Pulleys, Oil Cups and Greases.
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OPTICIANS. LEO LANDO OCULISTS EYE GLASSES PRESCRIPTION MARKET ST. MADE ARTIFICIAL

DYE-HOUSES. BRILL'S STEAM DYE-WORKS 36 & 38 Mass. Ave. and 95 North Illinois street. Cleaning, Dyeing and Repairing. Only the best

OPTICIAN SIZES FITTED

CIENTIFICALLY!

ITEN'S DYE HOUSE. Plush Cloaks steamed and relined. Furs relined, Clothing cleaned, dyed and repaired. 18 and 20 Circle St. Ladies' cleaning cleaned and repaired.

Schoen Bros., - GENTS' CLOTHING BENOVATORS, cor. Circle and Market, Franklin Bl'z, op. Journs SMITH'S DYE WORKS 57 NORTH PENNSYLVANIA ST. Gents' clothing cleaned, dyed and repaired . Ladies' dresses cleaned and dyed.

OLD HATS MADE NEW. Silk Hats blocked in latest style, Soft and Stiff Hats Dyed at 15 VANCE BLOCK.



MEAT MARKET. CHAS. AISENBREY Has removed his MEAT MARKET to 25 Virginia avenue, where he keeps a full stock of Fresh and Salt Meats and Sausages Of all kinds.

FELIX BANOWSKI,
47 SOUTH DELAWARE ST.
in all kinds of Fresh and Salt Meats.
Sausages fresh every day.

FISH AND GAME. FOR FISH, OYSTERS or GAME CIVE US A CALL CLARK, 77 North Illinois street.

SEND YOUR ORDERS TO ED. G. BOOZ, 246 South Meridian street. For Oysters and Fish. TOOL MANUFACTORY.

THE DUTHIE & DACCETT TOOL MANUFACTURING CO.

FINE TOOLS, PUNCHES, DIES, SPECIAL MACHINERY All Kinds Electrical Machinery Made and Repaired

100 and 102 South Meridian St. SPECIAL ATTENTION TO FINE TEMPERING W. E. DUTHIE, Manager, W. H. DAGGETT, Sec'y and Treas.

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